

BookletChartTM

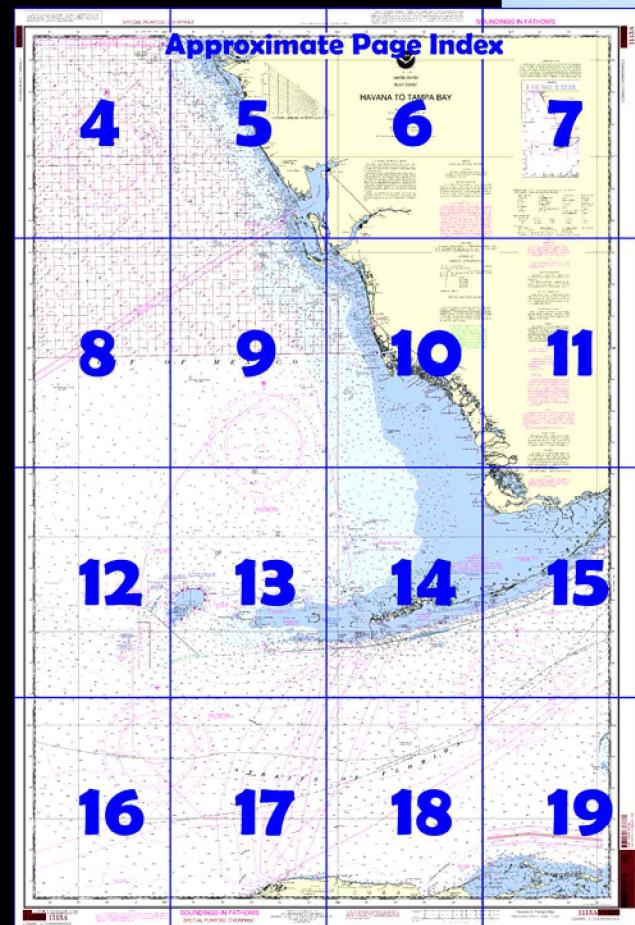
Havana to Tampa Bay

(NOAA Chart 1113A)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- Complete, reduced scale nautical chart
- Print at home for free
- Convenient size
- Up to date with all Notices to Mariners
- United States Coast Pilot excerpts
- Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

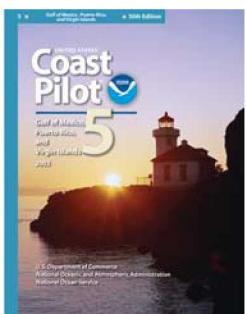
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 4 excerpts]

- (4) The coast from Key West to San Carlos Bay is low, sandy, and generally wooded. Innumerable small islands and keys, interlaced by many small rivers and bayous, make up Everglades National Park and the Ten Thousand Islands.
- (6) On the straits side of the keys, and at an average distance of 5 miles, are the **Florida Reefs**, a dangerous line of shoals that extend along the entire length of the chain. The reefs are particularly hazardous because they do not break in smooth weather and few of them are exposed.

(7) When approaching the reefs from seaward, their proximity usually is indicated by a change in color of the water from deep blue to light green or by the bank blink. Lights and daybeacons facilitate navigation along the reefs in clear weather, but soundings should be resorted to in thick

weather. Depths of 50 fathoms indicate a distance of 2 to 3 miles from the reefs, and great caution should be used in approaching closer. Fogs are infrequent in this area.

(9) The **Florida Keys Particularly Sensitive Sea Area (PSSA)** is a zone that encircles the sea area around all of the Florida Keys. The PSSA has been established to protect the exceptional values of the sea area around the Florida Keys from damage by international shipping activities. The PSSA includes the Tortugas Ecological Reserve, which was established to protect nearly pristine coral formations and habitat in the Sanctuary.

(10) Domestic law and regulations adopted by the United States for the Sanctuary apply within the PSSA. Several of these concern shipping activities:

(11) **Areas To Be Avoided (ATBAs)** – There are four ATBAs in the Sanctuary: in the vicinity of the Florida Keys; in the vicinity of Key West Harbor; in an area surrounding the Marquesas Islands; and in an area surrounding the Dry Tortugas Islands.

(12) **Areas closed to anchoring** – All vessels are prohibited from anchoring in the Tortugas Ecological Reserve. Vessels that are 100 feet or less in length (30.48 meters) may request permission from the Sanctuary to use mooring buoys in the northern portion of the Reserve (Tortugas North).

(13) **Anchoring restriction** – In areas of the Sanctuary identified as Ecological Reserves and Sanctuary Preservation Areas all anchor apparatus (including the anchor, chain, or rope) must not touch any coral, living or dead, or any attached organism. In all other areas of the Sanctuary, vessels are prohibited from anchoring on living coral in water depths of less than 40 feet when visibility is such that the seabed can be seen.

(14) **Restricted access** – Vessels are not allowed to stop in the southern portion of the Tortugas Ecological Reserve (Tortugas South) and must receive permission in advance in order to stop in the northern portion of the Reserve (Tortugas North).

(15) **Discharge restriction** – In Ecological Reserves and Sanctuary Preservation Areas, all discharges and deposits are prohibited except cooling water or engine exhaust.

(17) **Weather.** Along the coast from Key West to Tampa Bay, the major weather hazards include tropical cyclones, thunderstorms, and cold fronts. Tropical cyclones are mainly a threat in June, August, September, and October. Thunderstorms develop on about 60 to 80 days annually along this section of the coast. They are least likely near Key West and most likely in the Tampa Bay area. They are most likely from June through September, during the late afternoon and evening hours; at sea they frequently occur at night. During the summer months, thunderstorms are observed on about 10 to 20 days per month. From fall through spring, cold fronts occasionally reach these waters generating strong, gusty winds that kick up rough seas. While gales are infrequent, winds of 28 knots or more occur 1 to 2 percent of the time off Key West and 2 to 3 percent of the time off Fort Myers. Wave heights of 10 feet or more are encountered 1 to 3 percent of the time in the S compared to 3 to 5 percent off Fort Myers. Visibilities are usually good, particularly off Key West. Along the coast, a shallow ground fog may form, but this usually dissipates with the rising sun.

(141) Moderate-draft vessels bound up the coast from Key West can lay a straight course from Northwest Channel to Sanibel Island Light at the entrance to San Carlos Bay. This course is well clear of all dangers, and the light on Sanibel Island is a good landmark day or night. Because of frequent northerly winds during the winter, this track is not recommended for small craft, and the route across Florida Bay is to be preferred.

(182) **Everglades City** is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf.

(183) The town has several marinas.

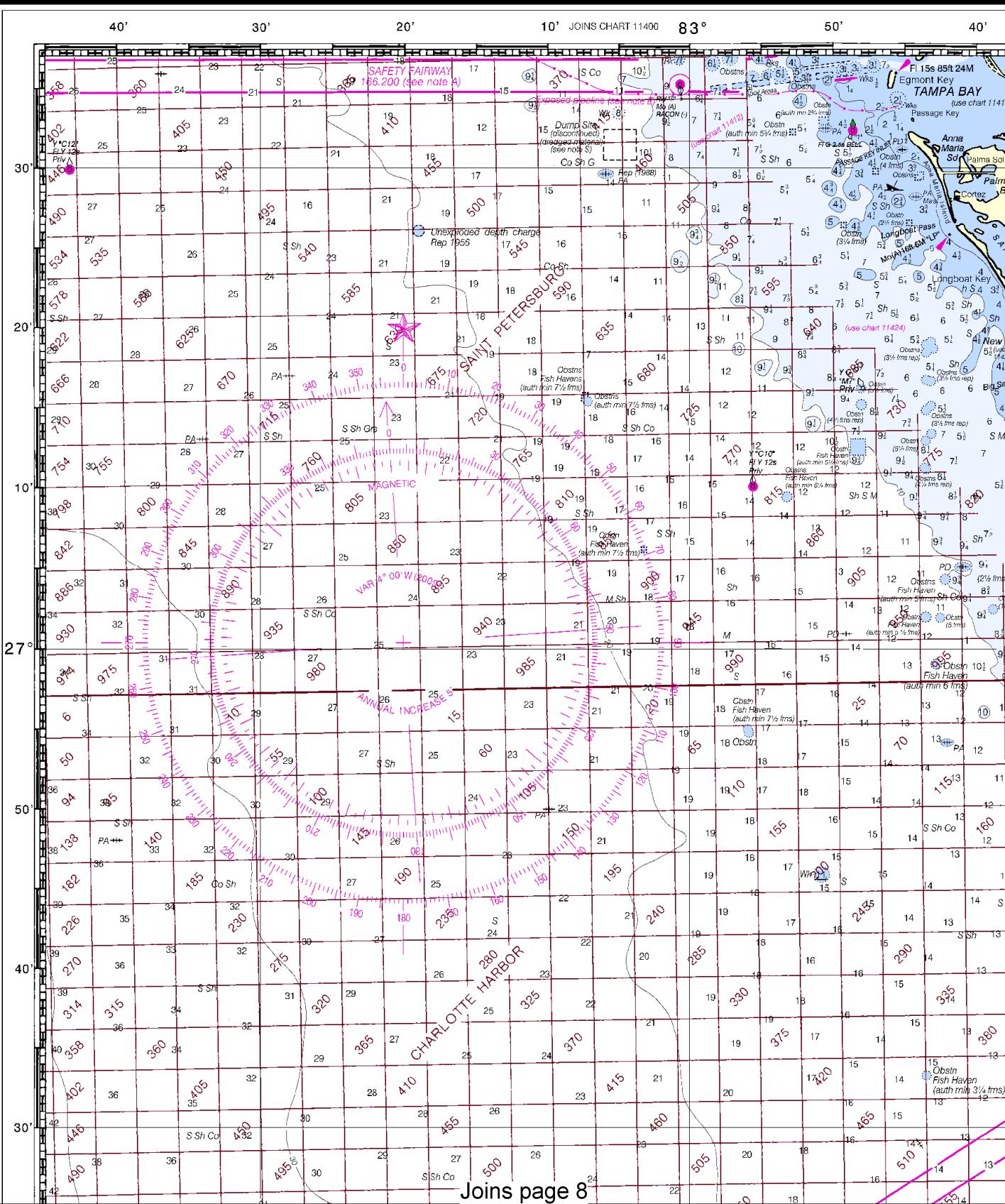
Table of Selected Chart Notes

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SPECIAL PURPOSE OVERPRINT

**11420
1113A**

LORAN-C OVERPRINTED

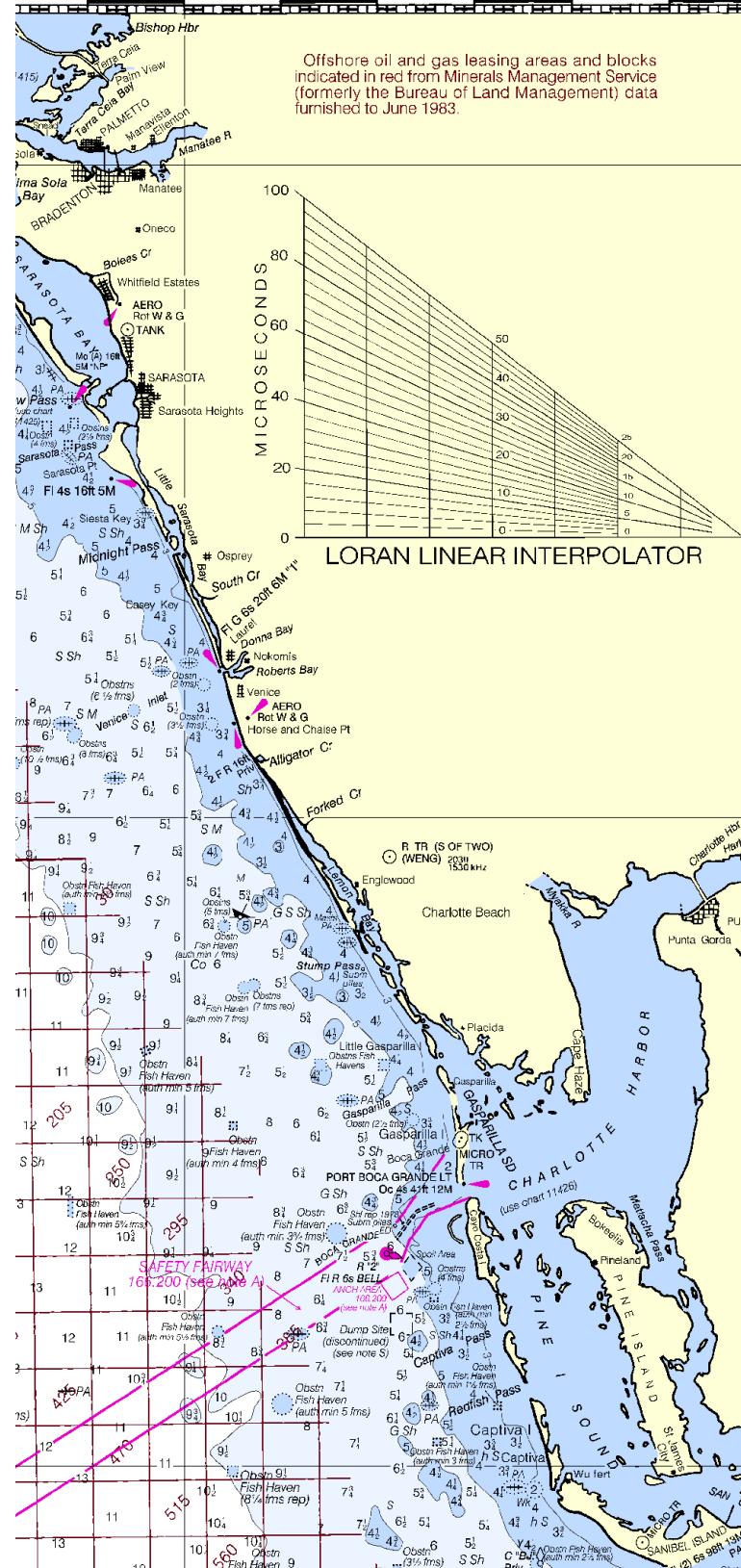


Joins page 8

4



30' 20' 10' 82° 50' 40' 30'



UNITED STATES
GULF COAST

HAVANA TO TAMPA BA

Mercator Projection
Scale 1:470,940 at Lat 25° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HURRICANES AND TROPICAL STORMS

Hurricanes, trop cal storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:627920. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

5

Join page 6

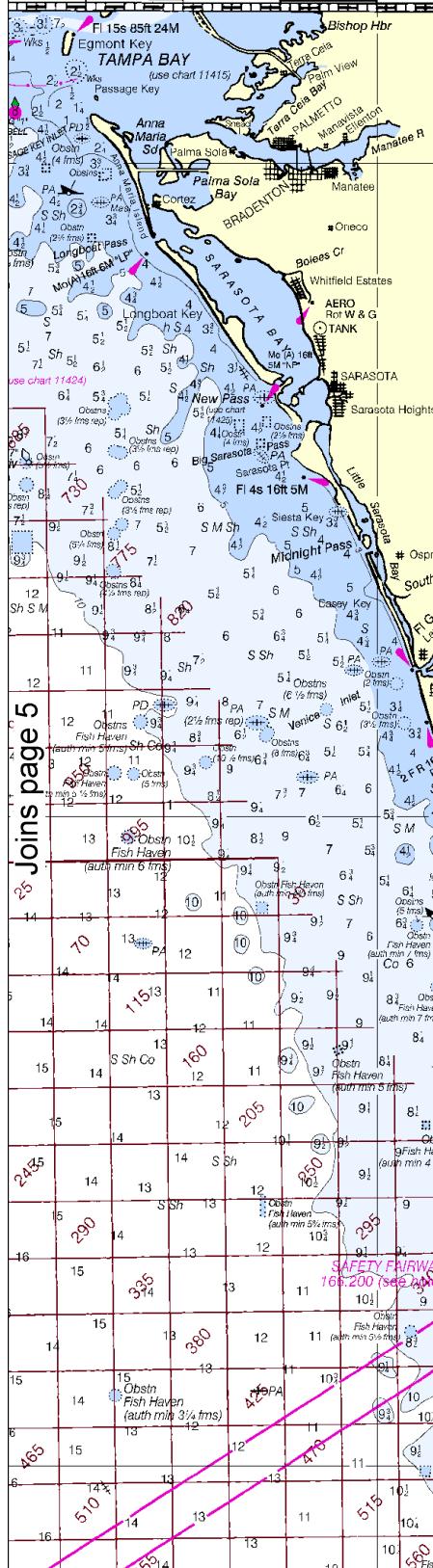
The Ameri
purpo
Syste
to the conve

All
Marine
(NDZ)
vessel
compe
treaty
installa
moore
the M
sewage
Regul
Coast
regula
Envir
<http://a/>

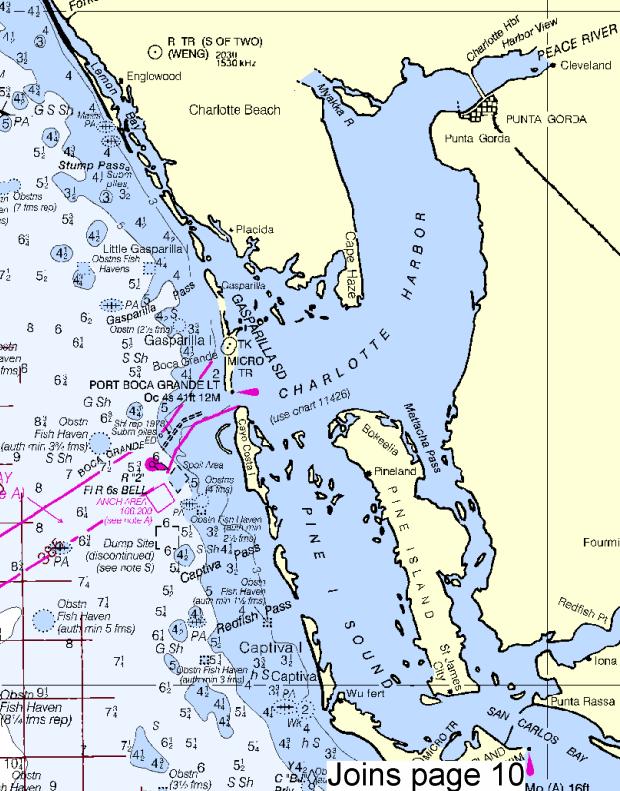
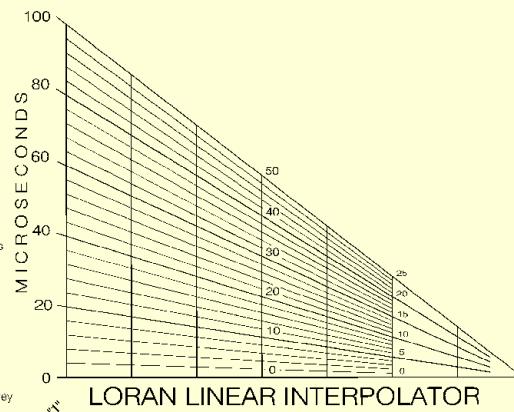
Hydrogra
Survey, with
Survey, and

LORA

40' 30' 20' 10' 82° 50' 40'



Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to June 1983.



HAVANA TO TA

Mercator Project
Scale 1:470,940 at Lat

North American Datum
(World Geodetic System)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at na

HURRICANES AND TROPICAL STORMS

Hurricanes, trop cal storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions; damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.



UNITED STATE
GULF COAST

6



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

SOUNDINGS IN FATHOMS



ES
ST

AMPA BAY

Location
at 25° 30'

Year of 1983
(m 1984)

THOMS
/ WATER

nauticalcharts.noaa.gov

30'

20'

10'

81°

50'

40'

30'

11420
1113A
LORAN-C OVERPRINTED

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

AUTHORITIES

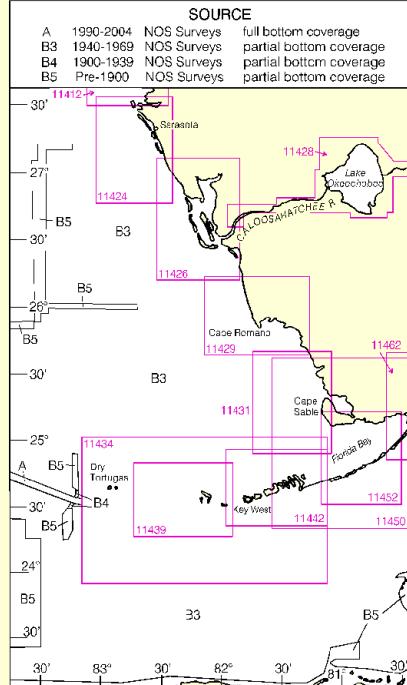
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Consult larger scale charts for survey information in areas outlined in magenta. Refer to Chapter 1, United States Coast Pilot.



ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO	aeronautical	G green	M Morse code	R TR radio tower
AI	altimating	IO interrupted quick	N nun	R Rot rotating
B	black	Iso isophase	OBSC obscured	s seconds
Bm	beacon	LT HO lighthouse	Oc occulting	SE sector
C	can	M nautical mile	Or orange	St M statute miles
DIA	diaphone	m minutes	O quick	VQ very quick
F	fixed	MICRO "R" microwave tower	R red	W white
Fl	flashing	Mkr marker	Ra Re radar reflector	VHS whistle
			Rn Rn radiobeacon	Y yellow

Bottom characteristics:

Bld	boulders	Co coral	gy gray	Oys oysters	so soft
bk	broken	G gravel	h hard	Rk rock	sh shells
Cy	clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH	authorized	Obsn obstruction	PD position doubtful	Subm submerged
ED	existence doubtful	PA position approximate	Rep reported	
WL	wreck	shoal	swell clear to the depth indicated.	

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

NOTE B

DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE F

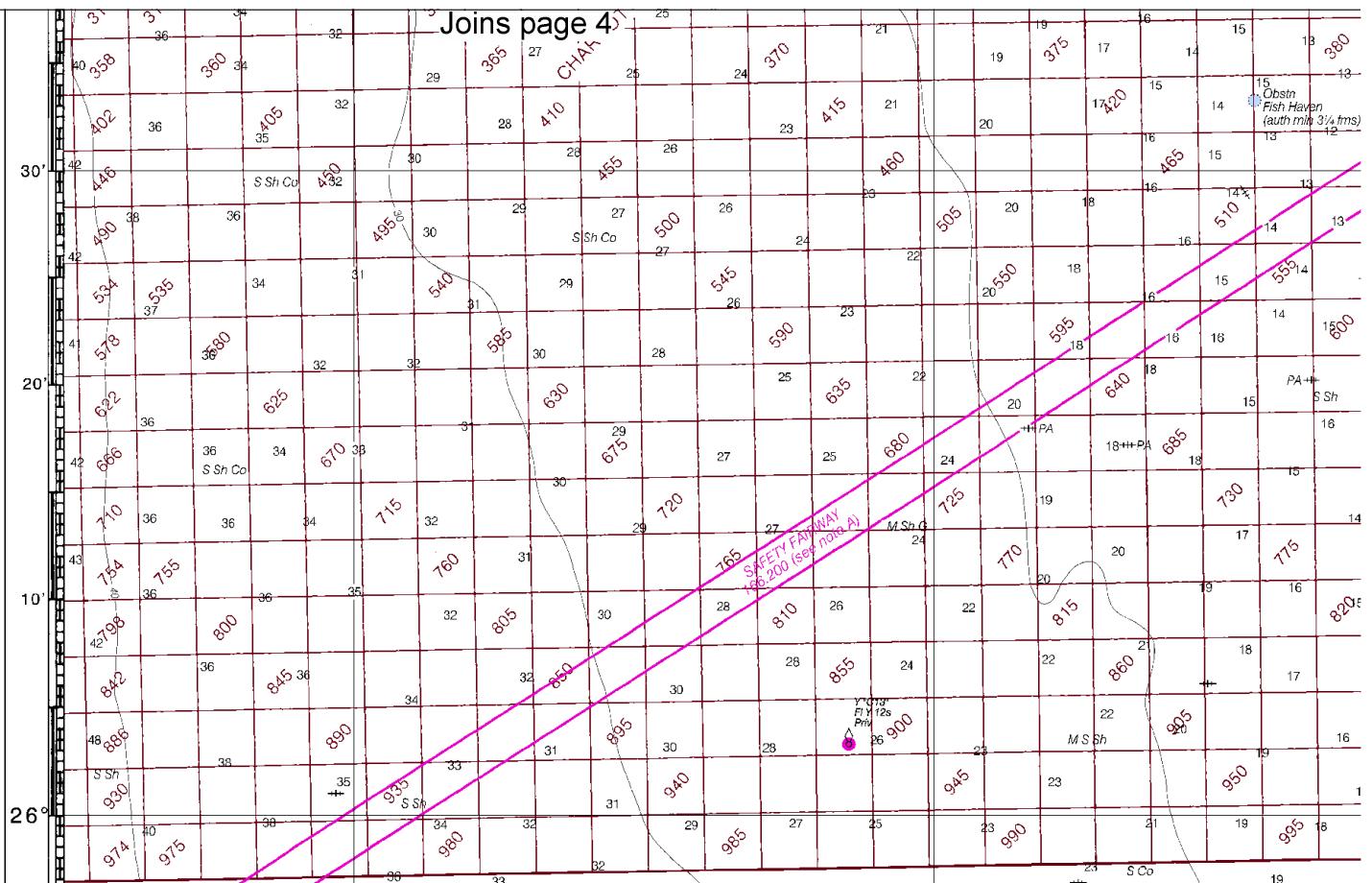
The Traffic Separation Scheme on this chart
Joins page 11 (National Maritime

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,

NGA Weekly Notice to Mariners: 0910 2/27/2010,

Canadian Coast Guard Notice to Mariners: n/a .

7

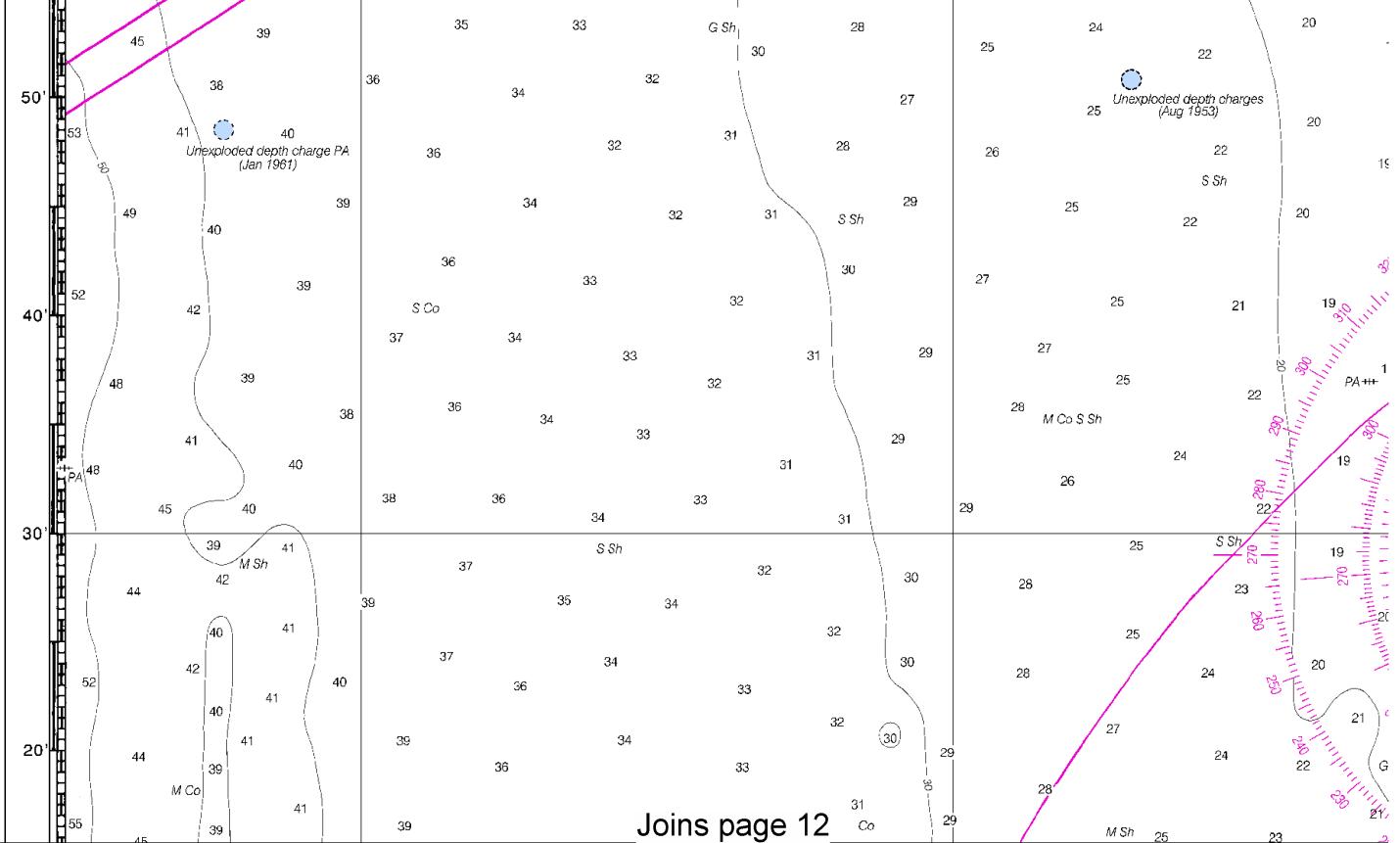


Joins page 4

G *U* *L* 31 *F*

$$O_{25} \quad F_{21} \quad M$$

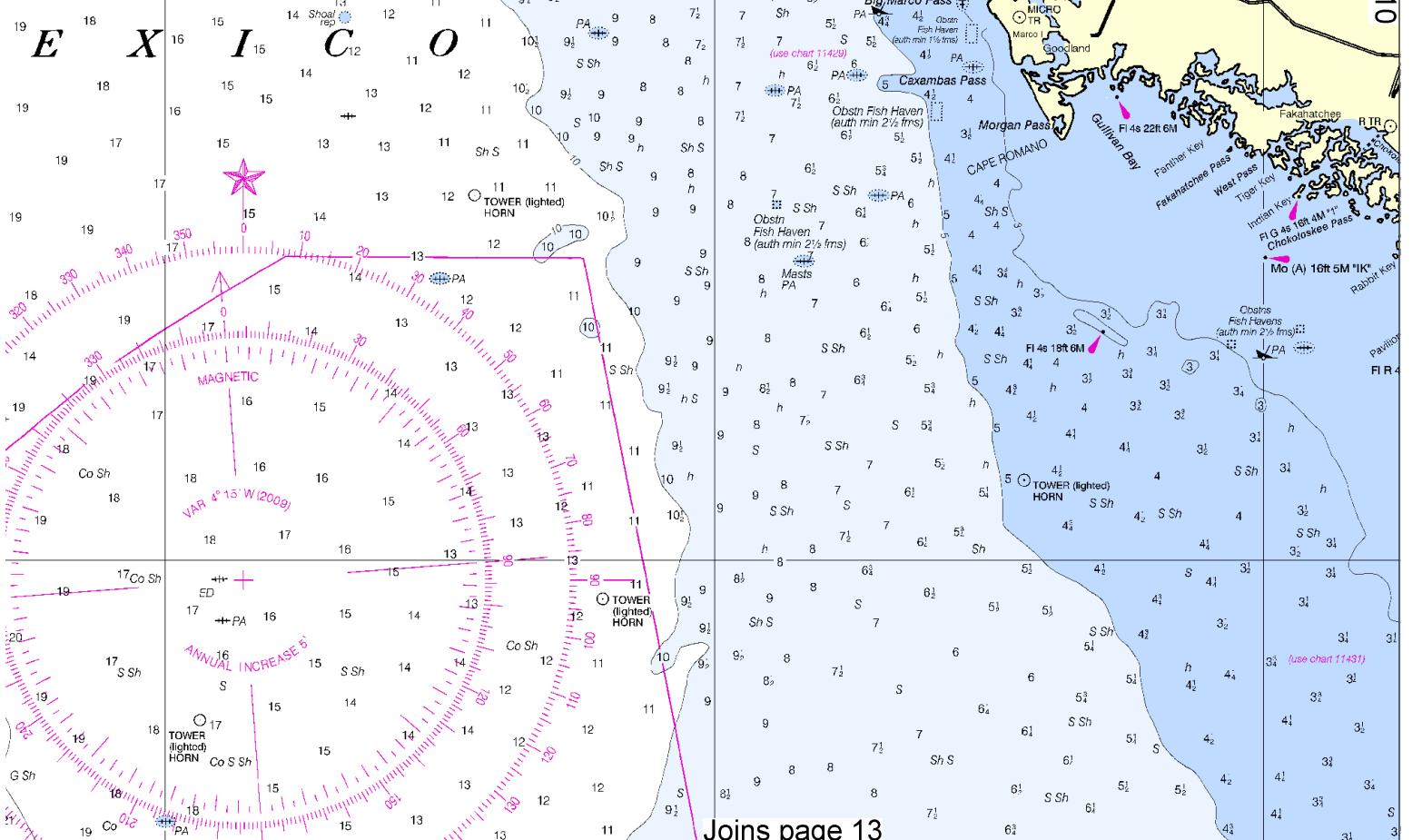
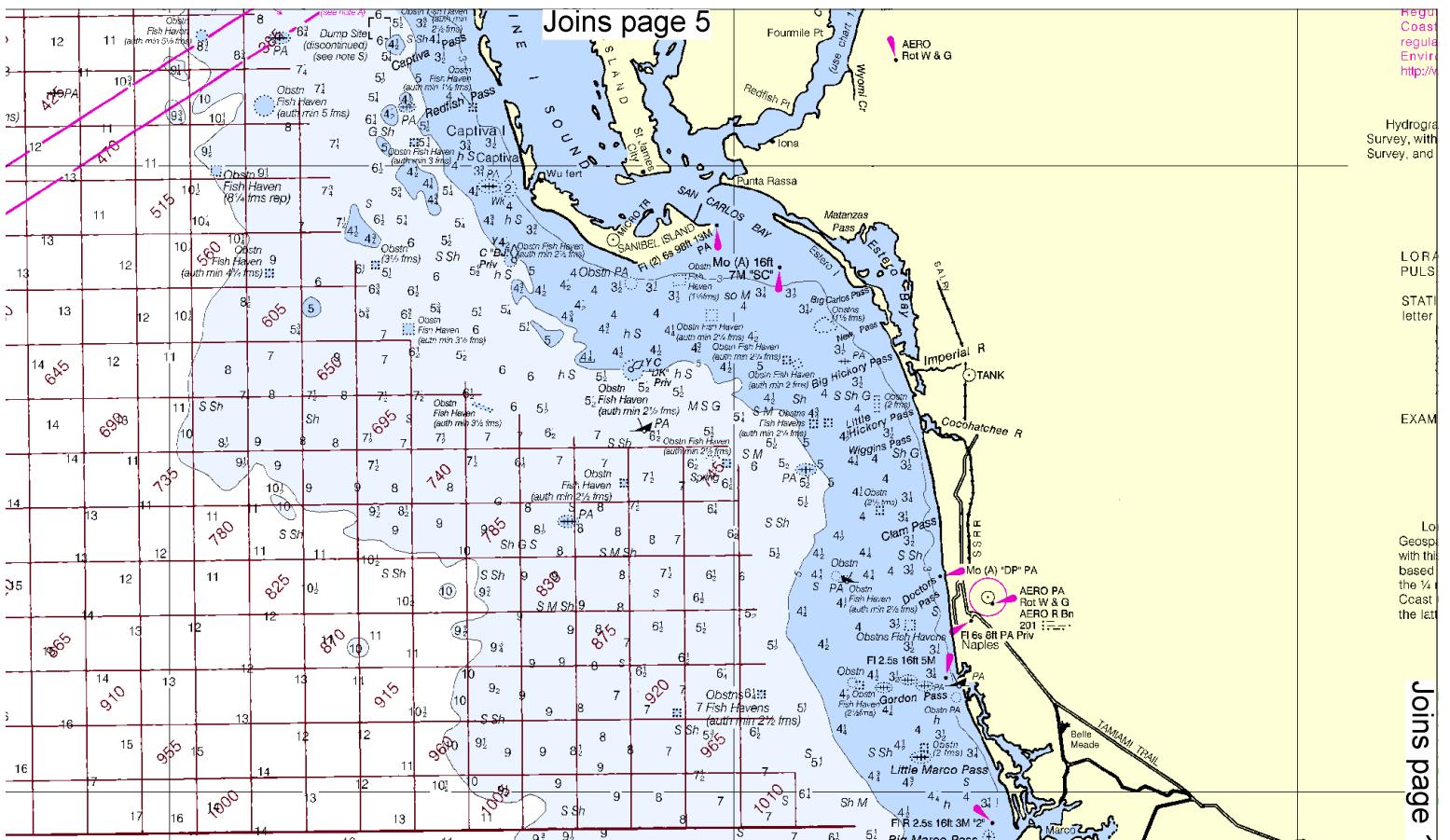
M

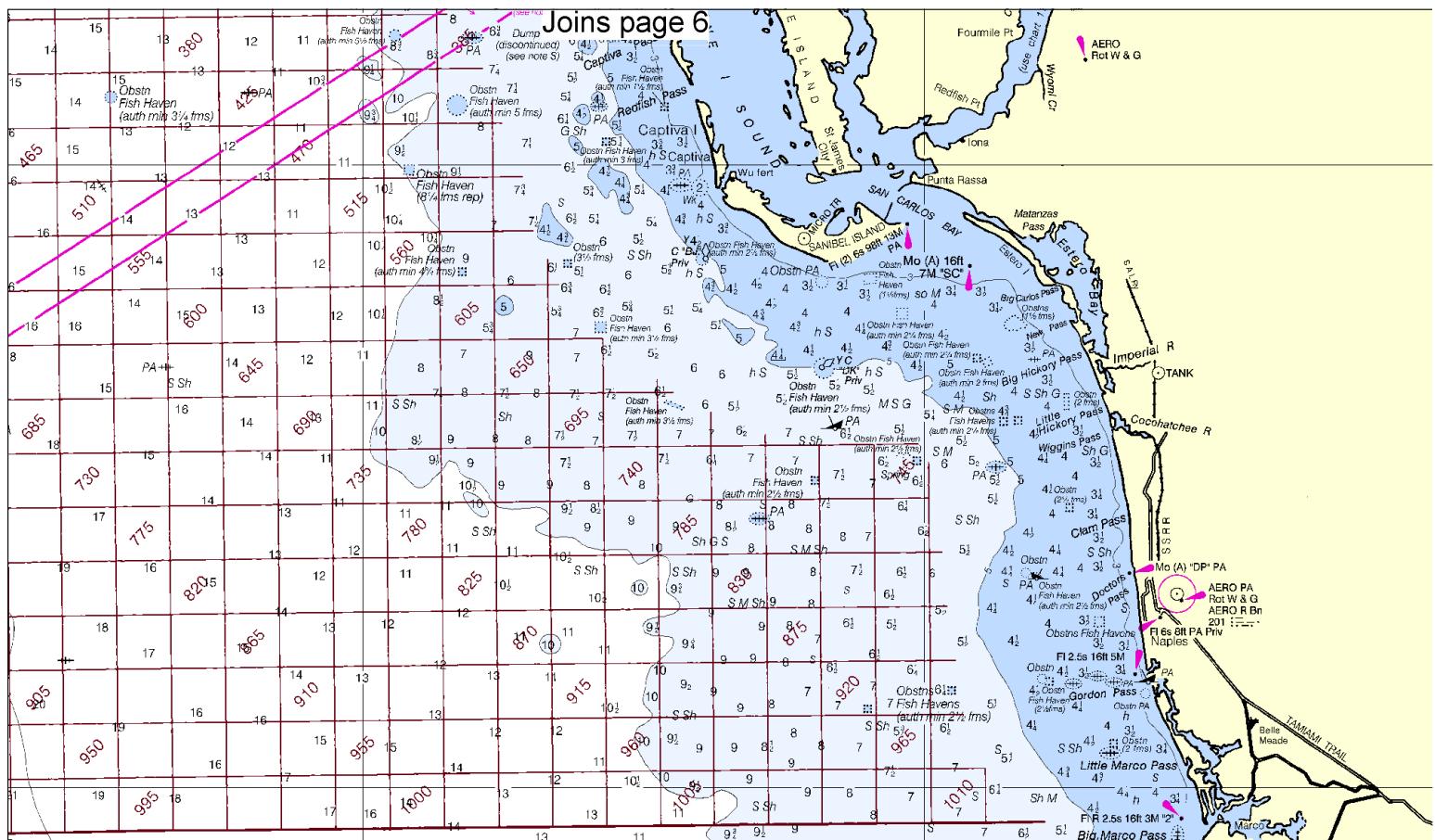


Joins page 12

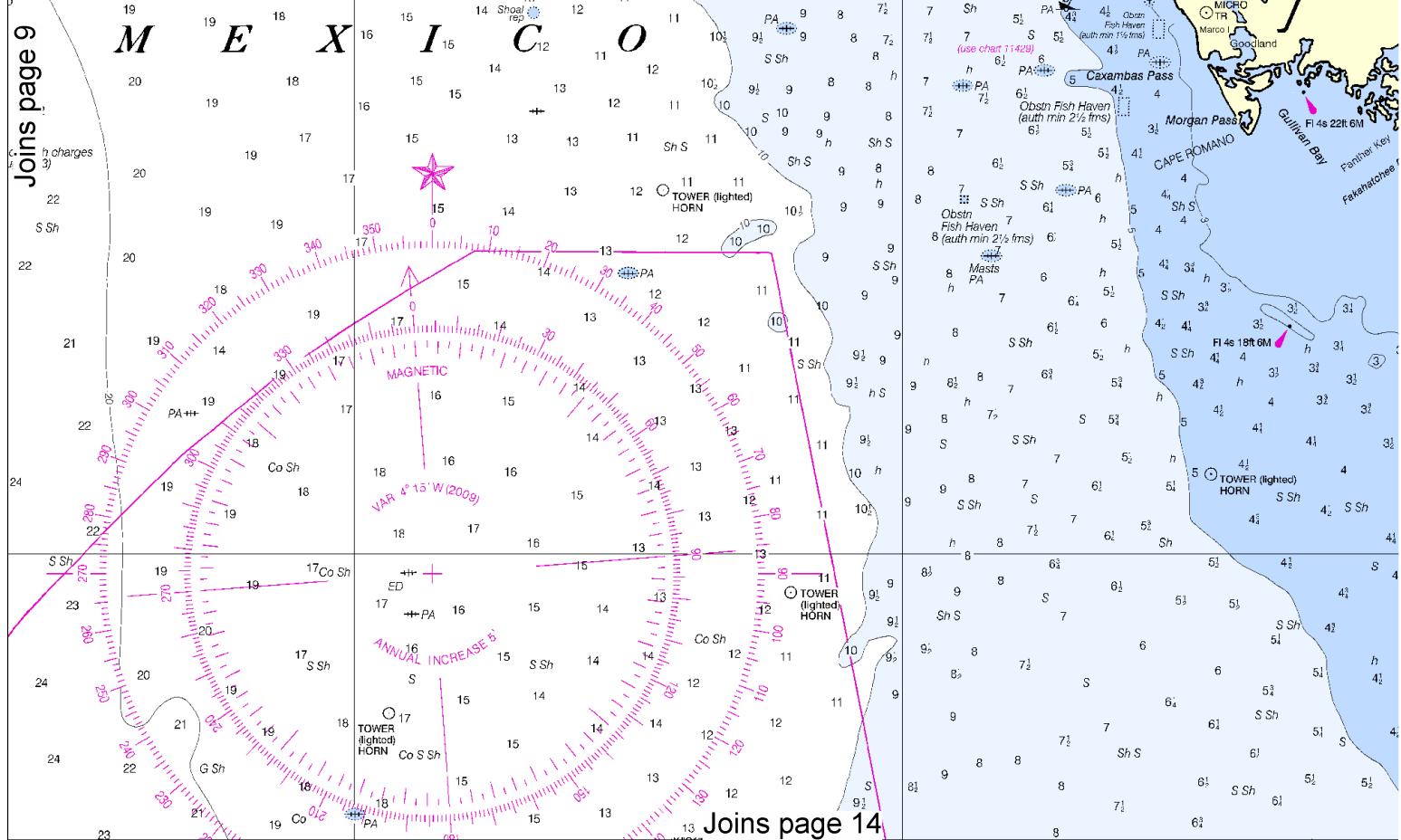


Joins page 5





Joins page 9



Joins page 14



Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Joins page 7

existence doubtful PA position approximate Rep reported
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, Geological Survey, and National Geospatial-Intelligence Agency.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL.....7980 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

- M Master
- W Secondary
- X Secondary
- Y Secondary
- Z Secondary

EXAMPLE: 7980-X

RATES ON THIS CHART

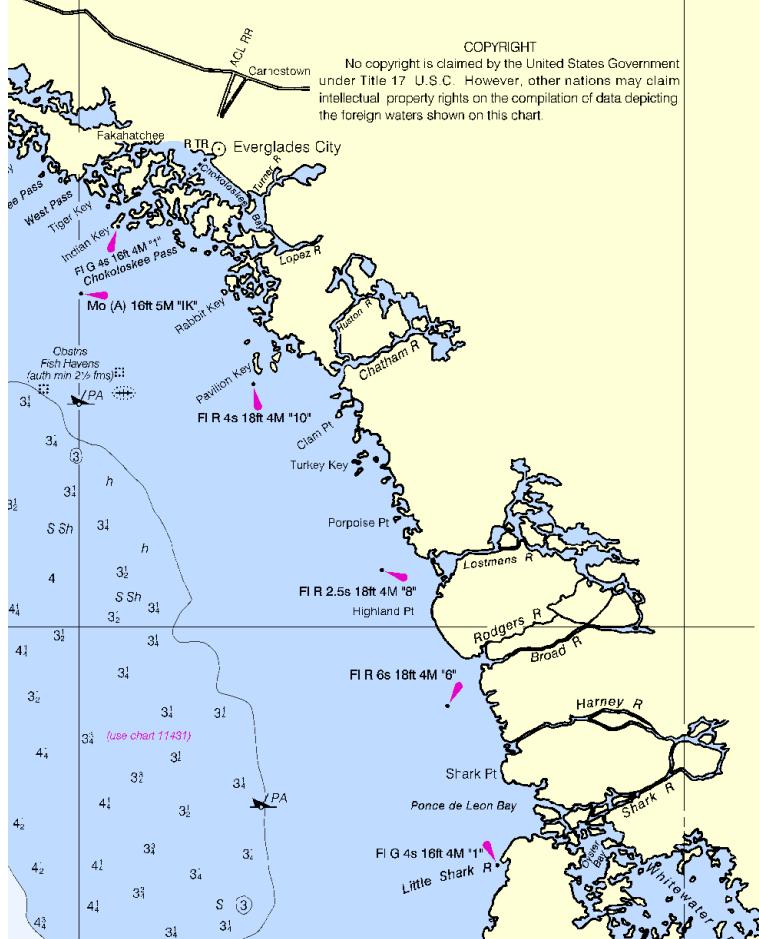
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the $\frac{1}{4}$ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17, U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.



Joins page 7

NOTE B DANGER AREA

Area is open to unrestricted surface navigation but all vessels are cautioned neither to anchor, dredge, trawl, lay cables, bottom, nor conduct any other similar type of operation because of residual danger from mines on the bottom.

NOTE F

The Traffic Separation Scheme on this chart is approved by the International Maritime Organization (IMO).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See National Geospatial-Intelligence Agency List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-228. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE E

Sections of this submarine pipeline are known to be exposed.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigational regulations are published in Chapter 2, U.S. Coast Pilot 4&5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(○) Accurate location (○) Approximate location

WARNING

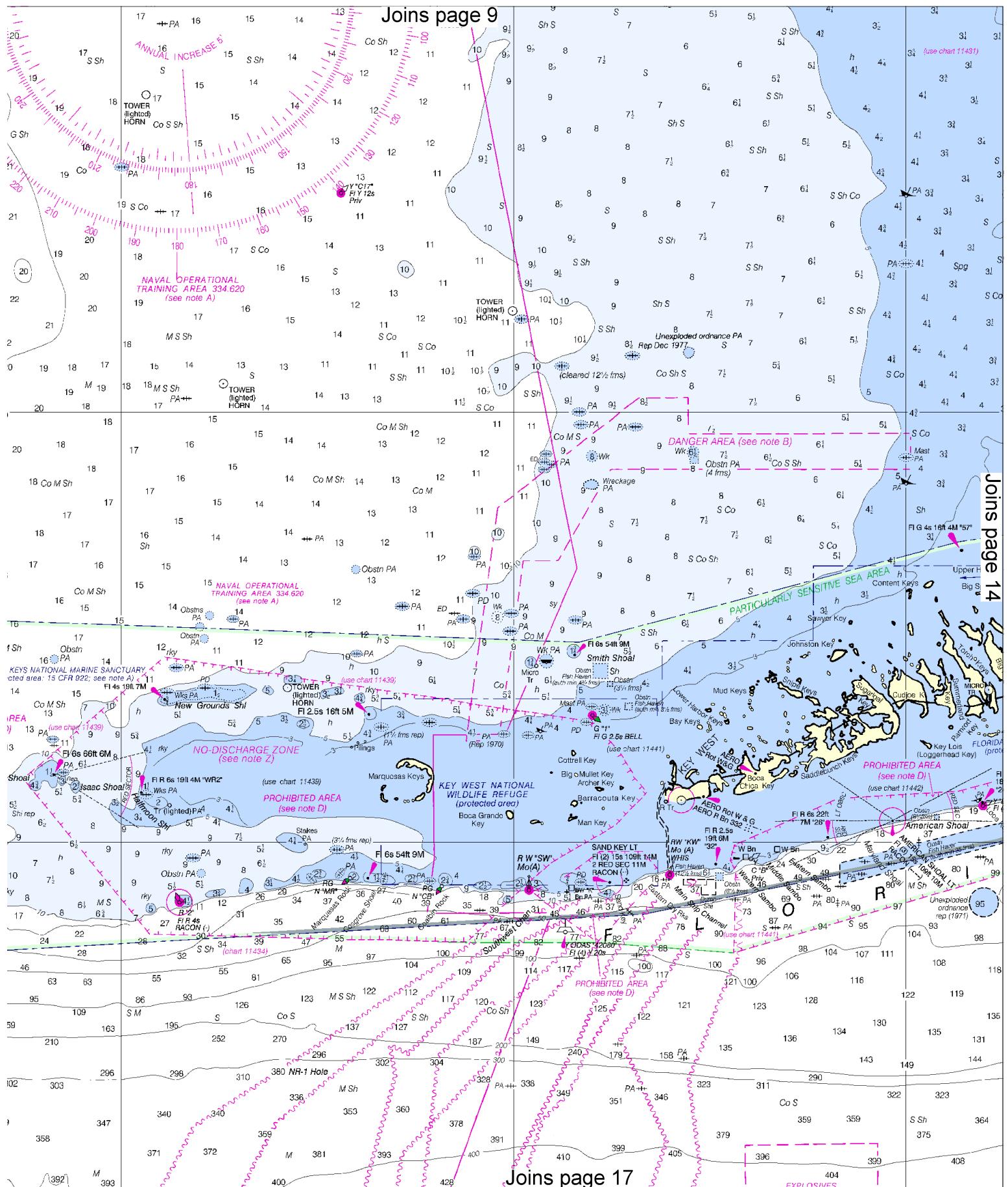
The prudent mariner will not rely solely on any single aid to navigation, particularly on aids to navigation.

Joins page 15

Joins page 8

Joins page 16





13

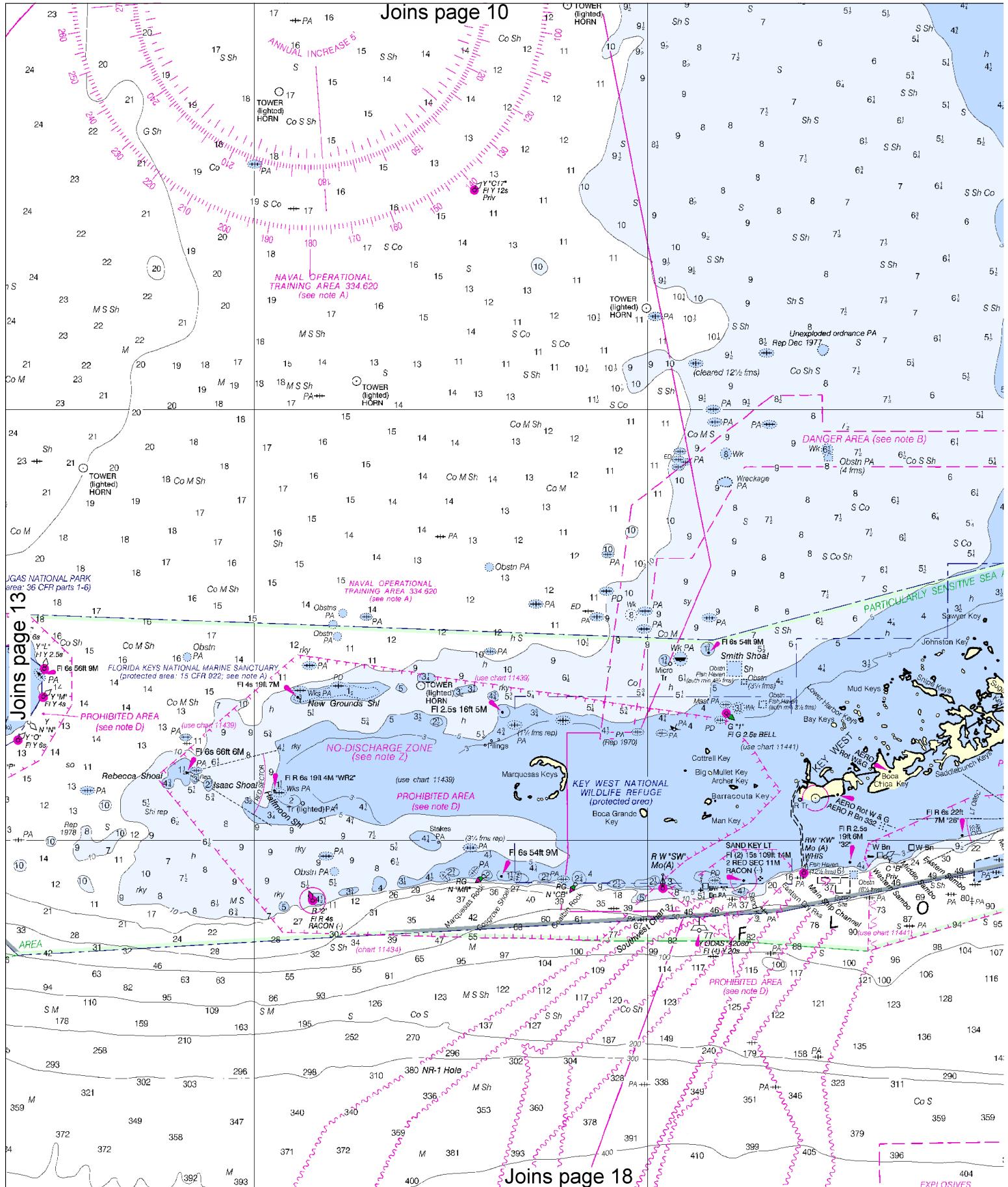
Joins page 10

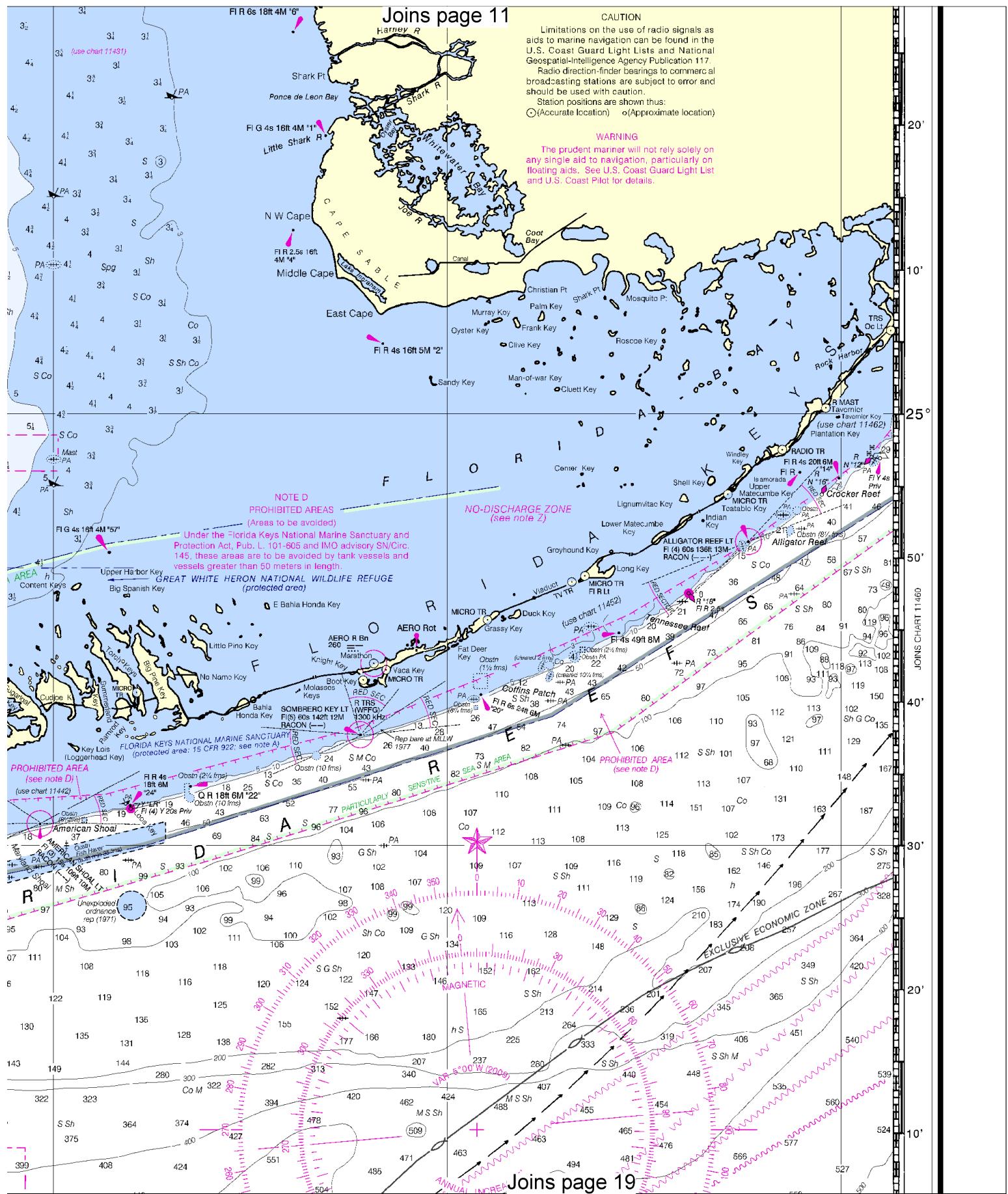
Joins page 18

Join page 13

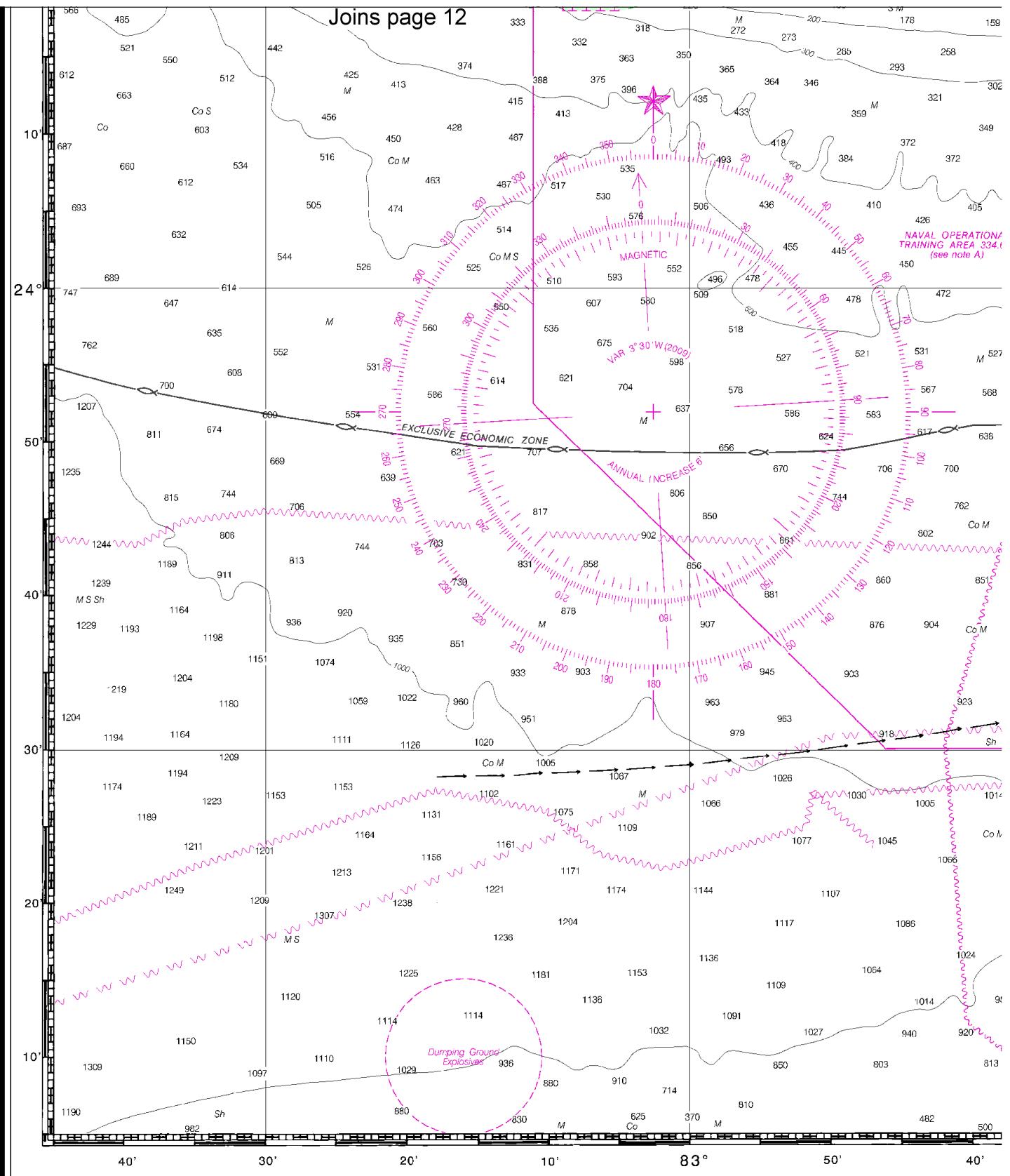
Joins page 10

Joins page 18





Joins page 19



29th Ed. Dec./09 ■ Corrected through NM Dec. 26/09
Corrected through LNM Dec. 15/09

11420 1113A

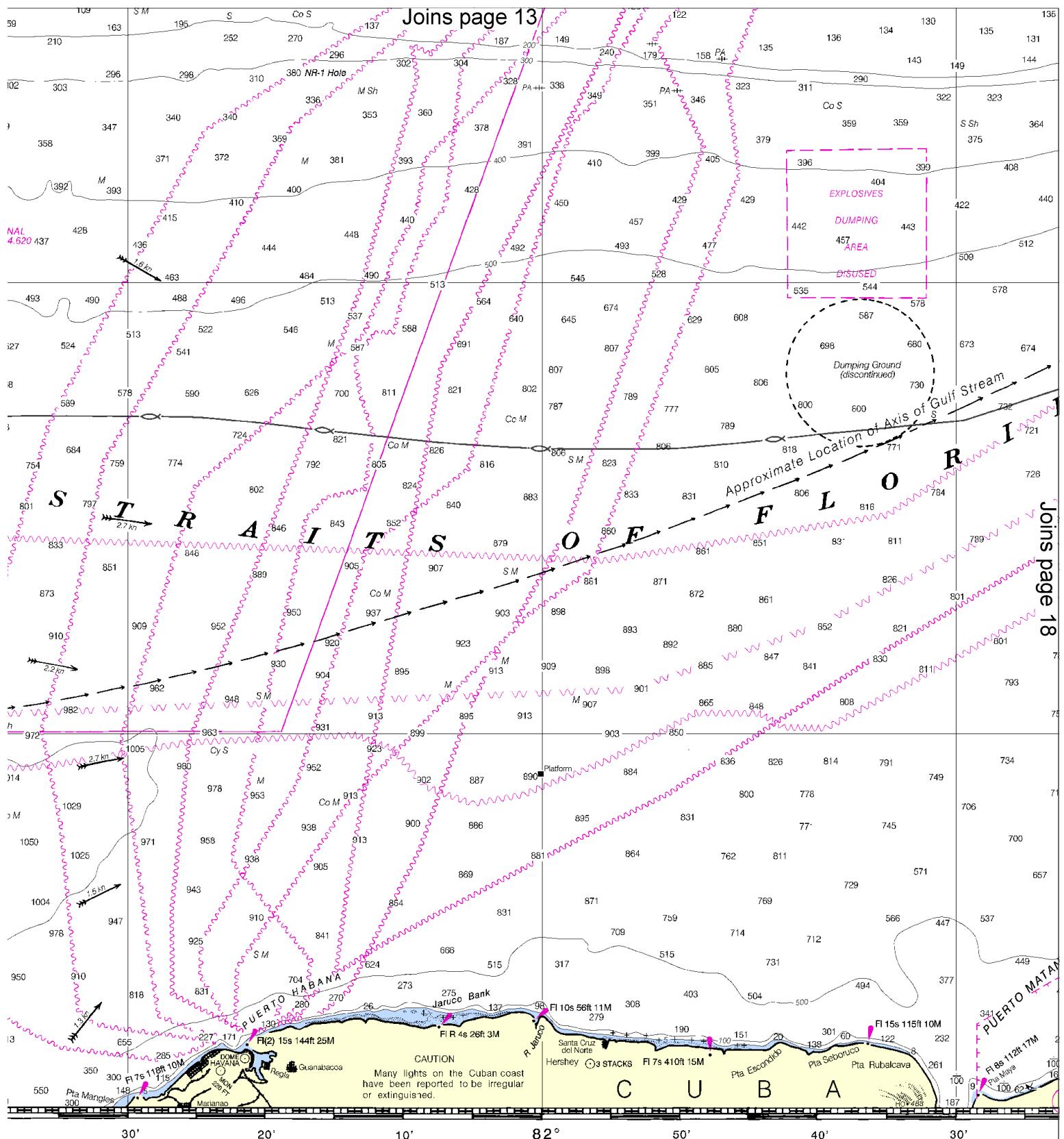
LORAN - C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

**SOUNDINGS IN
SPECIAL PURPOSE**





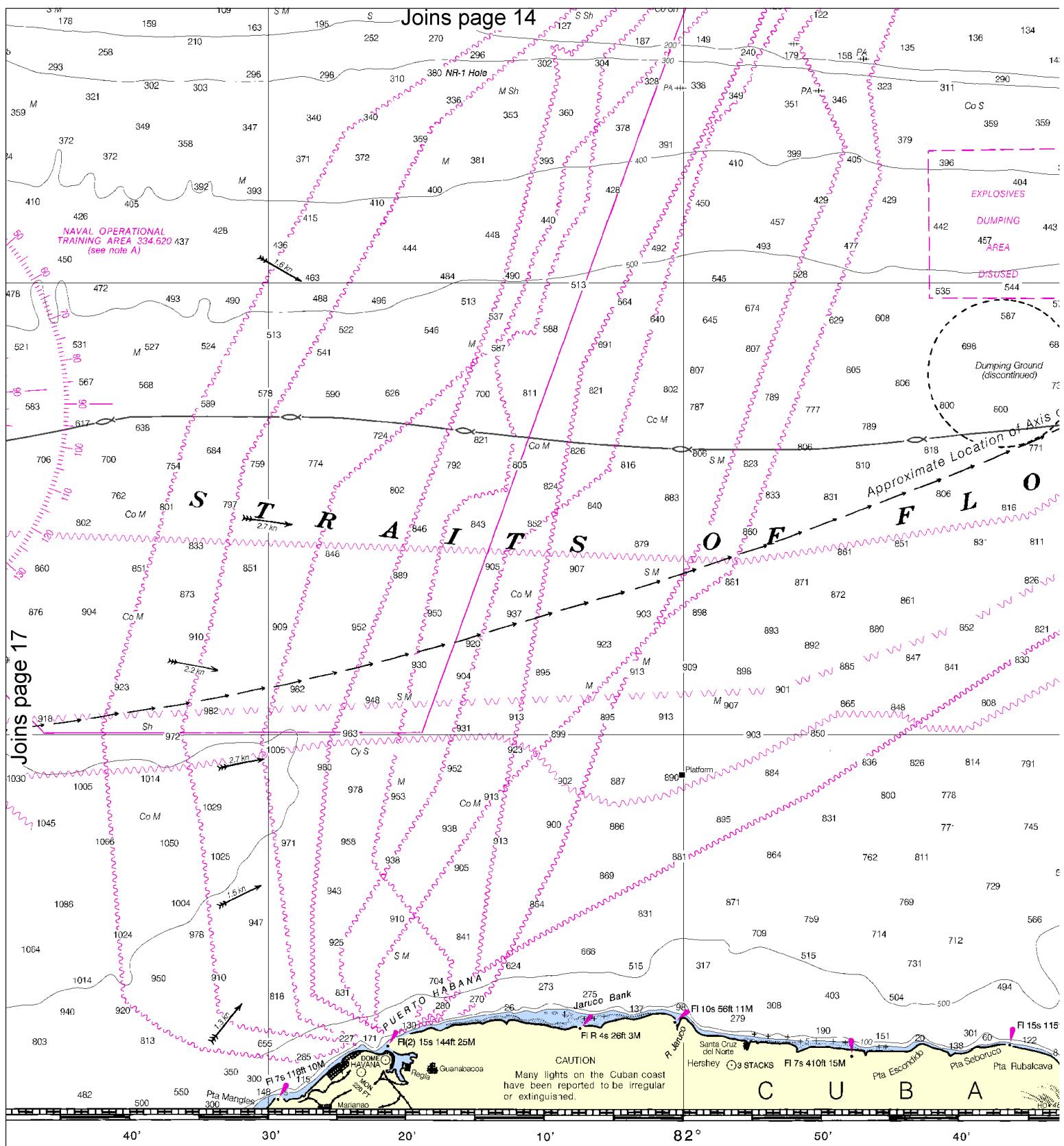
FATHOMS OVERPRINT

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Many lights on the Cuban coast have been reported to be irregular or extinguished.

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to June 1983.

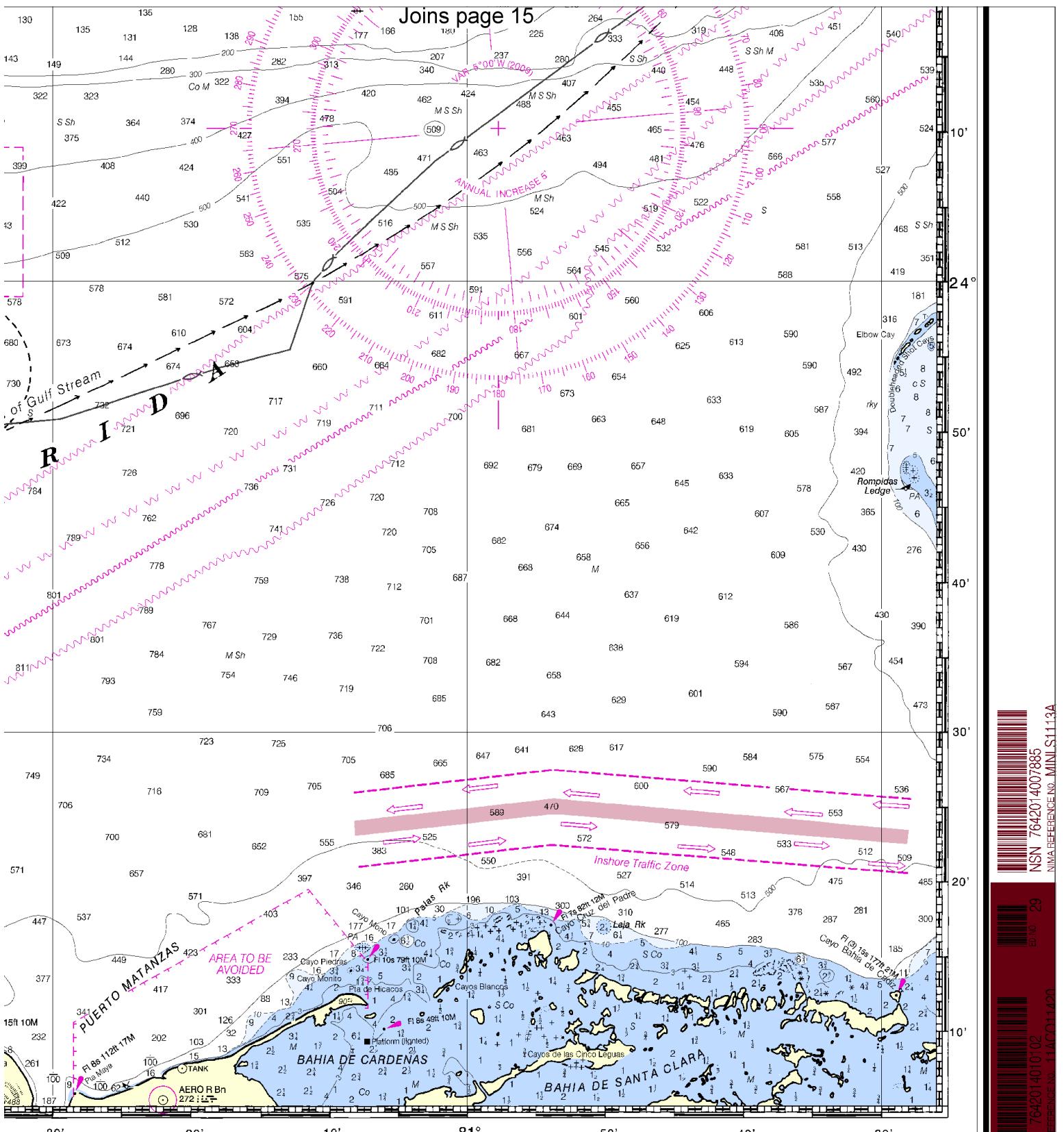
FATHOMS	1	2	3	4	5
FEET	6	12	18	24	30
METERS	1	2	3	4	5



INDINGS IN FATHOMS
AL PURPOSE OVERPRINT

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Offshore oil and gas leasing areas and blocks indicated in red from Minerals Management Service (formerly the Bureau of Land Management) data furnished to June 1983.



THOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
ETERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Havana to Tampa Bay
SOUNDINGS IN FATHOMS - SCALE 1:470,940

1113A 11420

LORAN - C OVERPRINTED

19

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

- Channel 6** – Inter-ship safety communications.
- Channel 9** – Communications between boats and ship-to-coast.
- Channel 13** – Navigation purposes at bridges, locks, and harbors.
- Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
- Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
- Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

- Coast Guard Group Key West** – 305-292-8856
- Coast Guard Group St. Petersburg** – 727-824-7670
- FL Fish and Wildlife Conservation Comm** – 888-404-3922
- Coast Guard Atlantic Area Cmd** – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov,
www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.